AMENDMENTS TO THE SPECIFICATION:

Please replace paragraph [0008] with the following amended paragraph.

[0008] In order solve the aforementioned problems, the present invention is a vehicle stabilizer for high stress that is formed by conducting a hot-bending process on a solid round steel bar material, wherein a bending portion is molded in a state which satisfies conditions:

$$0<\Phi\leq 4 \text{ and } (\Phi\times d/R)\leq 2,$$

in which d represents a material diameter of the solid round steel bar material, R represents a radius of bending of the bending portion, d1 represents a short ~~radius~~ axis dimension of a cross section of the bending portion, d2 represents a long ~~radius~~ axis dimension of the cross section of the bending portion, and a flat rate Φ of the cross section of the bending portion is represented by the following equation:

$$\Phi=(d2-d1)/d2\times 100.$$

Please replace paragraph [0025] with the following amended paragraph.

[0025] In the stabilizer 10, the bending portion 16 is formed into a state which satisfies conditions:

$$0<\Phi\leq 4, \text{ and } (\Phi\times d/R)\leq 2,$$

wherein d represents a (material) diameter of the solid round steel bar material, R represents a radius of bending of the bending portion 16, d1 represents a short ~~radius~~ axis dimension of a cross section of the bending portion 16, and d2 represents a long ~~radius~~ axis dimension of the cross section of the bending portion 16, and a flat rate Φ of the cross section of the bending portion 16 is represented by the following equation:

$$\Phi=(d2-d1)/d2\times 100(\%) \quad (1).$$

Please replace Table 1 on page 10 with the following amended Table 1.

No.	material diameter d (mm)	radius of bending R (mm)	d/R	short ~~radius~~ axis dimension d1 (mm)	long ~~radius~~ axis dimension d2 (mm)	flat rateΦ (%)	$\Phi \times d/R$	remarks
A1	23	65	0.35	22.8	23.0	0.87	0.31	Present Invention
A2	23	45	0.51	22.6	23.0	1.74	0.89	
A3	26	65	0.40	25.7	26.0	1.15	0.46	
A4	26	45	0.58	25.5	26.0	1.92	1.11	
A5	23	65	0.35	22.8	23.0	0.87	0.31	
A6	23	45	0.51	22.6	23.0	1.74	0.89	
A7	26	65	0.40	25.7	26.0	1.15	0.46	
A8	26	45	0.58	25.5	26.0	1.92	1.11	
B1	23	65	0.35	21.8	23.0	5.22	1.85	Comparative Example
B2	23	45	0.51	21.6	23.0	6.09	3.11	
B3	26	65	0.40	24.5	26.0	5.77	2.31	
B4	26	45	0.58	24.3	26.0	6.54	3.78	
B5	23	65	0.35	21.8	23.0	5.22	1.85	
B6	23	45	0.51	21.6	23.0	6.09	3.11	
B7	26	65	0.40	24.5	26.0	5.77	2.31	
B8	26	45	0.58	24.3	26.0	6.54	3.78	

Please replace the Abstract with the following amended Abstract.

Abstract

To provide a vehicle stabilizer for high stress in which fatigue life of a bending portion can be prolonged and which can exhibit excellent durability. A configuration of a bending portion 16, to which a maximum stress is applied and which is the most fragile part, of a vehicle stabilizer for high stress 10 is formed in a state which satisfies conditions: $0<\Phi\leq 4$ and $(\Phi\times d/R)\leq 2$, wherein d represents a material diameter before bending process, R represents a radius of bending of the bending portion 16, d1 represents a short ~~radius~~ axis dimension of a cross section of the bending portion 16, d2 represents a long ~~radius~~ axis dimension of a cross section of the bending portion 16, and a flat rate Φ of a cross section of the bending portion 16 is represented by the following equation: $\Phi=(d2-d1)/d2\times 100$. Accordingly, concentration of shearing

stress on the bending portion 16 during a load input can be suppressed to prevent the vehicle stabilizer for high stress 10 from being broken due to the concentration of stress on the bending portion 16.